

**A RESOLUTION IN SUPPORT OF THE
RECOMMENDATIONS FROM THE
FAMPO POLICY COMMITTEE
FOR
PPTA PROPOSALS FOR HOT LANES**

WHEREAS, the Fredericksburg Area Metropolitan Planning Organization (FAMPO) Policy Committee has adopted recommendations for PPTA proposals for HOT Lanes; and

WHEREAS, the Board of Supervisors has been concerned about the congestion along the I-95 corridor; and

WHEREAS, the PPTA proposals for HOT Lanes may benefit the public safety and general welfare for the citizens of Spotsylvania County by addressing the needs of this region to implement projects as they relate to Interstate traffic.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Spotsylvania County hereby supports the recommendations of the FAMPO Policy Committee, as outlined below; and

NOW THEREFORE, BE IT FURTHER RESOLVED that the Board of Supervisors of Spotsylvania County hereby further recommends that particular concern and attention be given to the enhancement of ingress and egress to Interstate 95 at the Southern terminus of the proposed improvements in the Massaponax area, including specifically connectivity to Spotsylvania County Parkway extended, the Route 17 By-Pass, and points further south including Thornburg, to accommodate future growth.

**HOT Lane Recommendations
For FAMPO Policy Committee
August 2005**

For quite some time there has been major congestion along the I-95 corridor in the Fredericksburg Region. The periods of congestion are constantly increasing, primarily around the PM peak period and from Friday evenings to Sunday night. Other times also provide major congestion problems for the general-purpose lanes and interchanges of the Interstate. It is critical that this congestion be alleviated in order to insure adequate flow of traffic on Interstate 95 through the Fredericksburg region. Because ours is the fastest growing region in the Commonwealth, and the through traffic is also rapidly increasing; it is necessary to implement projects that address the needs of this region as they relate to Interstate traffic. Due to the lack of funding, it has not been possible to provide projects that address these concerns.

With the advent of the two competing PPTA proposals for HOT Lanes and other improvements, we begin to see possible alternatives for addressing both our regional

congestion issues as well as those issues that affect the through flow of traffic on the Interstate. This region and its localities firmly stress the selection of any alternative, or combination of alternatives that relieve congestion on the Interstate in the Fredericksburg Region, caused both by local and through traffic which do not jeopardize future needed improvements. We realize that not only will an alternative proposal be selected, but also intensive negotiations will then be conducted during the development of a final proposal in order to implement an effective program of improvements. In engaging in such discussions, we, as a region, strongly feel that the following issues and comments be given extensive consideration:

- Of primary concern regarding the competing proposals is that the selected proposal must improve conditions on the mainline I-95 (general purpose) lanes within the project area as well as the existing High Occupancy Vehicle (HOV) lanes. Under this general statement there are four specific issues:
 - a. Every segment of the I-95 mainline within the project area, and HOV lanes will experience an improved Level of Service at the beginning of operations and throughout the entire period of the negotiated program.
 - b. All existing users of the I-95 general purpose and HOV lanes will be made better off than they would have been if the selected proposal had not been implemented. This means that, under the selected proposal, informal carpools (slugs), bus and vanpool and non-toll general purpose users will all be better off in terms of time saved to complete their current trip.
 - c. The negotiated agreement for the selected improvement proposal will not preclude improvements within project area of the I-95 corridor which are needed in order to improve operational conditions within the general vicinity of the corridor (i.e. the interstate roads and those transportation facilities that directly affect mainline traffic flows). In other words, the agreement will not stop any needed facilities or services because of a "non-compete" provision in the agreement.
 - d. So as not to preclude future improvements, the development of the selected proposal should not result in the increased cost of additional planned or identified improvements in the I-95 system. This includes the use of right-of-way in the median which may have benefited alternative I-95 improvements such as collector-distributor lanes or interchange improvements identified in MPO or VDOT studies. If it is not possible to develop the negotiated project without resulting in more expense for other I-95 improvements, then monies should be identified and specifically earmarked for those improvements that have been made more expensive by the project. These funds should be based upon the best available cost estimates, and if additional funding is ultimately required, such funding should have priority over other uses of surplus revenues from the HOT Lanes project.

- Prior to the execution of an agreement for a project, a detailed independent Operational Analysis should be conducted in order to determine how the I-95 HOT Lanes and/or C/D lanes, and general purpose lanes will function over the term of the agreement. Particular attention should be placed on the functioning of interchanges and the interface between the HOT Lanes, C/D lanes, and other improvements, and the general purpose lanes so that connecting roadways and general purpose lanes are not adversely affected by the improvements noted in the agreement. If needed improvements or modifications to the proposal are identified through the Operational Analysis, they should become part of the total improvement program. These improvements or modifications should be made through the use of HOT Lane revenues and other funding sources in a partnership situation.
- A principle of "uniform degree of benefit" throughout the I-95 Corridor should be established. This means that the Level of Service improvements along the corridor and interchanges with substandard (i.e. below c) service levels should receive equal attention. Areas or interchanges with higher levels of service should not have priority (construction or funding) over those segments or interchanges with measurably worse service levels.
- Sufficient exits in the FAMPO region need to be included in the final project design. Northbound exits from the HOT Lanes need to be included at appropriate interchanges within the FAMPO region (except for Massaponax) as determined best through an Operations Analysis of the proposal in the region. The reason for this requirement for exits from the HOT Lanes is twofold. First, the HOT Lanes will serve as emergency alternate routes to the general purpose lanes during major blockages of the general purpose lanes. They will provide considerable relief to the I-95 Corridor during major incidents. The second reason concerns the basic benefit of the HOT Lanes. If there are no (or very limited) northbound exits within the FAMPO region, then the local benefit to FAMPO constituents is greatly reduced. The Fluor-Transurban team has stated that the average trip on I-95 today is 5.8 miles. If there are no exits along a 22 mile stretch of I-95 in the FAMPO region, a number of potential HOT Lanes trips will be precluded by the lack of egress points. This lack of exit points may be seen as especially detrimental on weekends and over holiday periods when the level of service conditions along the I-95 corridor are especially poor within the FAMPO region.
- The FAMPO Policy Committee recognizes that the National Environmental Policy Act (NEPA) procedure is a complicated process to follow and it will be especially complex with regard to any final program. As a result, the Policy Committee encourages that the program of development proceed in a manner which provides the greatest relief to I-95 in the Fredericksburg area, and in doing so, proceeds with the NEPA process with all due speed so that improvements will benefit users of the I-95 corridor as speedily as technically and environmentally possible. It is requested, however, that the implementation of improvements

occur in a manner that is designed, to the greatest extent possible, so that segments of the I-95 corridor are not made significantly worse off due to the implementation of components of the final program. In the first phase of the project, consideration should be given to extension of the southern terminus of the existing HOV Lanes down to Route 610 in Stafford County.

- An independent revenue analysis should be conducted prior to the execution of the negotiated agreement in order to provide a reasonable level of assurance that the revenue estimates provided by the selected team are realistic and receipt of the funds is likely.
- The surplus revenues generated must be reserved for use within the project boundaries of the I-95 Corridor. This should be reflected in the Comprehensive Agreement. To the extent practical, projects identified for use of the surplus revenues should be programmed to provide the greatest benefit within the project corridor in a manner which assures that the most cost effective projects are selected over less cost effective projects. Such considerations should also include environmental costs and benefits. It should also be recognized that the projects selected for surplus revenues generated by the HOT Lanes should be distributed equitably on a geographic basis within the project area corridor as well, so that the benefits of the HOT Lanes Surplus revenues accrue throughout the project limits in the I-95 Corridor in an unbiased and equitable manner.
- With the split between local and through traffic using I-95 during the day, should a review of existing studies indicate, or future studies show that collector-distributor lanes between US 17 in Stafford County and State Route 3 in Spotsylvania County provide greater overall relief to traffic congestion in the FAMPO region, more so than relief provided by HOT Lanes south of the Rappahannock River, then the final agreement should include these Collector-distributor lanes as an option. Such option must include the results and recommendations of the suggested I-95 Operational Analysis.
- The design of the selected proposal should maintain the historic and "gateway" character of the I-95 Corridor within the FAMPO region and funding should be earmarked for those bridges programmed for replacement that will be made more expensive as a result of the proposed project.